

COUNTLESS LONG DISTANCE MOTOR TOURS PLANNED

There is to be more long distance automobile touring in the United States this season than ever before. So say all the motor-wisdom.

The year 1911 saw tens of thousands of Americans in extended vacation time trips than did 1910. The present year will see 1911 in something the same style that a six cylinder runs by a Spring street horse car.

In the fine summer days the automobile world of New England will show a constant procession of automobiles bearing license plates of the far South and the Pacific coast States. In the middle West many motorists of this section will be covering the ways. On the Pacific coast this year there will be seen more motorists than in any previous season.

It is impossible to put into figures, after all the real amount of money that will be spent by motorists the country over, one has figured out that it will mean a million dollars for the transcontinental traffic alone, but it ought to mean more than that in New England by itself.

Some persons believe because transcontinental touring has become so popular that the coast resorts in the East will suffer. But it must be remembered that this touring proposition is all on a reciprocal basis, and that for every one who goes toward the West there is almost undoubtedly another coming East who will patronize the hotels here.

It is not to be taken near the early part of April by the State of New Jersey in extending limited touring privileges to non-residents is a step of which the importance will best be realized by the foremen only after this coming summer, when they see what it means in the increase of visitors from States far removed.

They will be glad to come into New Jersey and to spend their money there, without obtaining a separate registration number, not because they object to the small expenditure that the New Jersey registration would mean but simply because of the greater convenience of easy entrance and egress.

The automobile has performed in this country a wonderful function. It is put into circulation many thousands of dollars in the building of machines, and in the selling of them many thousands more. The industry measures up into the billions and has taken its place among the five or six greatest in the country, but more than that, there is the function of the automobile as a distributor of capital.

There is a constant outflow for gasoline and oil and tires, and on the road the money goes for hotel expenses and carriages. It is not to be believed that touring is a cheap sport. It is like golf, it cannot be taken up unless one is ready to spend money as well as time on it.

Short measure of gasoline, excessive charges for so-called cleaning and polishing and apparently limitless bills for kerosene used in the cleaning are a part of the garage man's tactics on a summer trip.

Very often a tourist who is a distance of a half front will result in the reduction of price, but most often the tourist has to stand and deliver, because there is no way out of it.

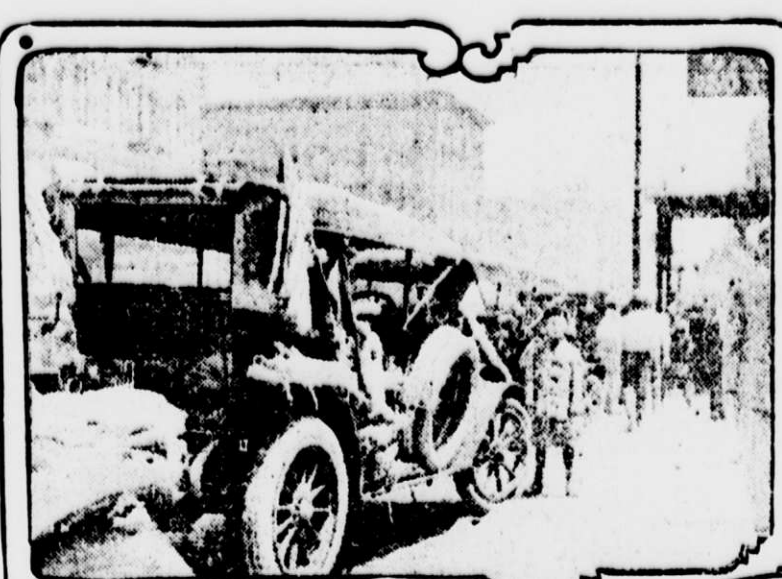
This is the case probably in going to the average summer resort garage. Unless the hotels are very much crowded at the time the tourist will get a reasonably fair deal from the proprietor.

Occasionally a man gets into a hotel where as much as \$10 a night is charged for the use of a room for a chauffeur. This is not done with any idea of discouraging traffic, although it might seem so, but solely because room is at a premium and the owner can get for the time being what he wants.

In one respect the opening up of automobile touring is a very fine thing for the general benefit of the motorist. For a long time New Yorkers went up into New England and did the ideal tour and did nothing else. The result was such a traffic congestion that the hotels were pressed to their limit to accommodate tourists and not all got good or satisfactory service.

Now, however, since there has been some radiation toward other lines and touring seems likely to be spread a little more thinly but rather more evenly all over the country the hotel proposition will perhaps better adjust itself and tourists will find themselves better off for occasionally visiting a new territory.

The Glidden tour of last year, the national reliability contest of the American Automobile Association, gave a pretty good idea of what the south Atlantic coast has to offer in the way of roads, and it is very probable that for autumn touring this year a journey over what is called the national highway will be the popular thing. The Glidden tour this year, which runs down toward New Orleans, will give a line on the roads in this section. There have been plenty of cross country tours of late, personally conducted runs across the country from



READY TO LEAVE OMAHA, ON A TRANS-CONTINENTAL TRIP

Motorist Is Farmer's Benefactor.

The wild speed of automobile touring has its effect not alone on the automobile but on the inhabitants of the country through which the cars pass. The motorist is incidentally a benefactor to the farmer and to the other users of roads, because the vast amount of motor traffic inevitably calls for better roads, and these in turn are a benefit to all who live alongside them.

It is easier for the farmer to haul his produce to the market because of better roads, and more than that, his property is more easily accessible because of good roads leading to it. That gives it a better chance of being sold and at the same time it increases the property value, because it is along the line of a good road.

It is to be observed that State after State is providing lavishly for good roads of the future. Millions of dollars are to be spent in the course of the next five years all through this country, and sections which have been considered as out of the question as points of automobile adventure now are decidedly within the average and have become necessarily popular. The motorist is always seeking if possible a country hitherto untouched, because he would like to observe something of the virgin freshness of an untraveled region. Such sections are hard to find necessarily and chiefly because of the constant pioneer transits of the automobile.

The perfection of this modern carriage is bound to have its result in attracting the American into seeing all the nooks and corners of his own country first and then more the effect as time goes on. The chief boast of foreign countries has been good scenery and good roads. As far as the scenery is concerned it can be discovered here and the good roads are coming and coming very rapidly.

Automobile touring, however, it must be remembered, is something that is not for every person, and just as the tonic effect of a brisk ride in an automobile is well known, it must be handled like all tonics, and that is with care. There is some folk an extra exhilaration about riding in an automobile which acts as an overstimulant. Furthermore the physical condition of those persons who intend to go on reasonably long tours or sometimes excessively long ones, should be watched carefully.

There is a great strain in the continuous vibration that is felt sitting in a fairly high powered automobile, and more than that, there are jolts and jabs from uneven spots in the road which do not ease the nervous system of any one who is not in average good health. The safest rule in touring is always to proceed gently. A big car can go reasonably fast without discomfort to those who are riding in it; the average car with small wheel base is not a comfortable proposition when driven at a greater speed than twenty-five miles an hour.

It must be remembered that to maintain an average of twenty miles an hour throughout the day's touring a great deal has to be done in the way of high speed work, and this being the case motorist should take careful consideration not only of the capabilities of the car

but the physical capacity of those who ride in it. Bowling over smooth roads a car can go up to thirty-five miles an hour with perfect safety and convenience, but the chauffeur or driver who does not

take account right the moment it begins to be rough will end up by crippling or disabling those who are riding with him. It has been the experience of some who have undertaken to do much in a day

and do it at an irrational rate of speed that the vacation has come to be a very sad thing and a sick spell has followed the supposed recreation period. Therefore it is well to remember that moderation applies in automobile touring.

Large Tires Help Touring.

It is best therefore for the automobile to have a car such that he can attain a moderate rate of speed without discomfort to his passengers. Generous wheel base, good springs, proper balance, good sized tires help out in touring. In fact all these elements are so important that no automobilist should attempt to journey any considerable length unless

he feels satisfied that his car meets all these requirements.

It is all very fine in the bright and sunny weather to have an automobile with a top down or without any top at all, but it should be remembered that it is very likely to rain and that a top with proper side curtains should be provided. In fact a great many persons like to have the top up because it gives shade from the sun and at the same time, there being no side curtains, the breeze can run through to cool those who are inside the machine. Perhaps this does not give as much sunburn and therefore does not show as strongly that the automobilist has been

D'AVILLE NOTCH ALONG THE IDEAL TOUR IN NEW ENGLAND

QUANT FERRIES WILL BE MET WITH ON TOUR

PRAIRIE SCHOONER WITH CAMPING OUT FIT

Extended Vacation Trips in 1912 Will Be Far in Excess of Those of 1911 and Will Set a Record—New Jersey Special Touring Privileges Will Result in Pleasure Invasion Without Separate Registration



GOOD GOING ACROSS THE KANSAS PRAIRIES

A CONCERTED ATTACK ON A CAMP LUNCH

TROUBLE FROM HIGH CENTER HIGHWAY IN WYOMING

THE DREADED GUMBO OF IOWA A PARTICULARLY STICKY CLAY



TIMELY ASSISTANCE

on a vacation, but it is the same thing in the end.

A type of body that has become very popular of late is what is known as a combination convertible, whereby in one weather what appears to be an ordinary touring body with a folding top can be made into an enclosed laundret, waterproof in all respects. This kind of body was tried out on a tour all the way across the continent and as a result it was adopted definitely by one maker as his standard body. It has been in use by a number of owners of other cars, so that the spread of this type of body has become very general. Touring in a limousine has never been the desired thing in this country that it is abroad, possibly by reason of the absence of the chain of good roads which has been characteristic to automobile conditions abroad.

Time was when motor tourists loaded up their cars with axes and ropes and a mass of other paraphernalia and piled on baggage indiscriminately, strapping it wherever it could be held on. The improvement in roads has made unnecessary a large part of these precautions. However, on a transcontinental tour, where certain uncharted sections are bound to be encountered, it is advisable to have at least some stout wire cable or rope, and of course a small hatchet does not come in unhandy.

As to the baggage, great care has to be observed. The advisable thing is to have the baggage so placed that it can be got at readily. The quantity and description of the wearing apparel that is carried is regulated, of course, largely by the nature of the tour and the country through which it passes. If one is going through a largely populated section, where hotels of the first class are ready to be met with, the tendency is of course to "dress" and a larger amount of baggage has to be carried, including the fitting changes for men and women.

In the rougher country no such preparations need be made and the baggage may be reduced to the minimum. It is a part of safety always to pack the goods that may be carried in a heavy suitcase or special trunk, and of course most of the modern automobiles have small carrying trunks incorporated in the equipment, or else they may be had easily and used for this purpose.

It is a good thing and in fact absolutely necessary to have such a container as will guarantee that dust, rain, snow and damage the garments. They should be guarded, too, from rain, particularly from the sudden shower which is likely to come up and splash over everything in a moment. If the baggage is exposed water may get to the clothing before it can be covered up.

Get Your Goggles Fitted.

It is always best to travel light when going out in an automobile. Any attempt to overdress is bound to result in discomfort to the motorist. In the course of the day it is just as well to have on oldish clothes and if the occasion arises to change at night, so that there will be some refreshment in having had a bath and shifted to fresher clothing.

However, most motorists do not care a great deal for the appearance while on the way and that is a very good thing. Those who understand automobilizing do not look at the dress of the motorist. The nature and quality of the machine is much more significant than the kind of clothing worn by the automobilist.

A man who has been on one trip at least across the continent by automobile says: "For long distance touring a man's outfit should consist of a khaki suit, coat and trousers, heavy soled shoes, cap, goggles, soft shirt with collar attached, raincoat and light weight overcoat. Puttees are a matter of choice. If a party expects to be out for a considerable time a combination of short trousers and puttees will be a ready-made satisfactory outfit. Should there be a possibility of having to spend a night in the open a good warm blanket will come in very handy. Equipped with such an outfit a motorist is prepared for any emergency that may arise."

For women short skirts of strong material that will not show dust are desirable. The skirt should be of walking length and high laced shoes with substantial soles should be worn. Any kind of a plain inexpensive waist will do and the head dress should be as small as possible with veil attached. If the veil is not attached it will turn up missing, usually at the first stop. A woman should have a raincoat, a dust coat and a somewhat heavier wrap. Of course she will need goggles, too.

Beyond these essentials for both men and women tourists the matter of dress is dependent upon the personal tastes of the tourists, but any attempt to wear fine clothes will meet with failure. Starched collars and frills do not go with cross-country touring and you will soon discover that it is far better to dress for the occasion than to attempt to outdress.

There is one particular detail in which it is advisable to be extremely careful and that is in the matter of goggles. They should be got so that they fit, and it is meant that they will be close to the face. The curves of the cheeks and forehead and nose and that no dust is able to sift in. A great many persons get goggles which they think fit them but after a time they are amazed to discover that particles of dust get into their eyes and that they finish up a run with pupils bloodshot and distressed.

There are some heavier kinds which only serve to make the day seem warmer. The best types are the light ones, but the greatest feature of all is that the goggles should fit. Persons who wear goggles occasionally find that goggles which have in front a single piece of glass or mica is a good thing, because they allow the spectators to be worn underneath. A very good thing is to have goggles made fitted with lenses of the correction needed by the eyes, unless, of course, that is very expensive lens, too costly to be considered as a desirable adjunct for occasional automobilizing.

SPITZBERGEN AND ITS WONDERFUL GLACIERS EXPLORED WITH AN AIRSHIP

The leading geographers of Europe have no doubt that the dirigible airship will become a helpful appliance in exploration. Thus far most attention has been given to the Zepplin as a means of exploration and surveying, because this airship has most nearly approached the standard of practical utility.

Prof. H. Hergesell, the meteorologist, has been experimenting for two years with the Zepplin as a means of exploration and surveying. He has just published an illustrated paper on his work in which he expresses confidence that the airship is a valuable addition to existing facilities for studying land forms and other aspects of the earth, and he shows how the ship has already been used for exploration.

One of his illustrations is a photograph taken from the airship at a height of 200 feet above Lake Constance, Switzerland, showing a little steamer going at top speed. The waves it made were graphically depicted. Hergesell concluded that the airship might be very useful

in studying the genesis and forms of sea waves, a subject that for some years has interested physical geographers. Physicists have been studying the question from the shore and from the decks of ocean steamers, but from no point have they been able to gain a complete view of the forms and growth of an ocean wave. Prof. Hergesell says that the airship is today giving the best vantage ground yet discovered for the study of waves.

A large station is being built at Hamburg for the housing of Zepplin ships. The revelation of shallow and deep waters in Lake Constance by photographs taken from a Zepplin ship has suggested the idea of using some of these Hamburg airships in a survey of the water conditions at the mouth of the Elbe River. The experiment will be made this summer. Other photographs published by Prof. Hergesell illustrate the coasts of Kings Bay, Spitzbergen, and were taken in the summer of 1910 from a Zepplin ship anchored at heights of from 600 to 2,000

feet above sea level. Ascents were made also at other points among the bays and fjords of the west coast and the explorers were delighted to find that everywhere the airship helped them to get a clear idea not only of the coast but also of the mountains in the interior, the glaciers and the great ice fields that feed them. These results were obtained at far less expenditure of effort and time than ordinary methods of exploration would require.

One result of the work was proof that the airship can be brought down to the ice safely and anchored quickly by an iron appliance that was frequently and successfully tested. It was found that this anchor, fast in the ice, held the ship in the face of severe windstorms, though very heavy stress was brought to bear upon it.

Kings Bay is a deep inlet on the north-west coast of the main island. There are several maps of it, but none of them begins to give so graphic a conception of its shores and of the regions for many

miles in the interior as the pictures taken high in air. They convey a sharp defined idea of even the minor aspects. They show the curious triangles extending into the sea a unique feature of this region, where the melting glaciers behind pour floods of water, carrying much debris, down the slopes and these fragments somehow are piled up in an acute angle, enclosing bits of water like so many lagoons.

Some of the little islands, residuals of hard rock that the sea has spared, are worn into strange shapes like Prinz Heinrich Island, which has the outline of a bird in full flight.

Then the glaciers. In one picture there is shown the junction of several glaciers which present a wide front as the united ice streams reach the sea. This glacier edge seems to be low because the photograph was taken at a high altitude, but in fact it is an imposing wall nearly 100 feet high.

There is a chance for icebergs to form by the breaking off or "calving" of bits of the ice edge. But a different story is told

by other pictures showing that the glacier fronts are in retreat, having melted back from the sea front. In one picture there is seen a great piece of ice that might have been an iceberg and floated proudly out to sea if it had not been broken off or "calved" on the land, and there it lies a ruin, a great iceberg spoiled because its mother glacier no longer dips her feet into the sea.

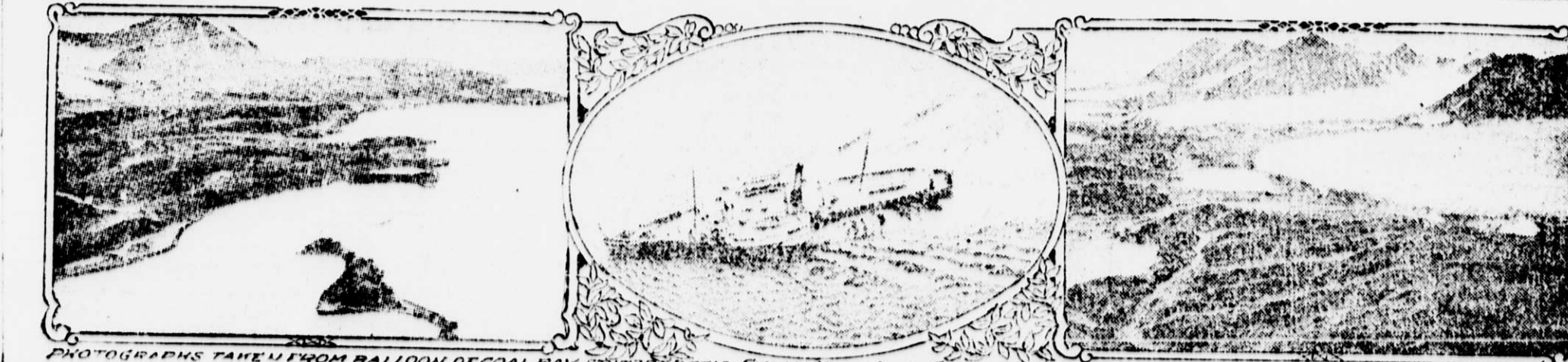
Another picture is a particularly good example of the effects of glaciers upon the ground over which they move. There are shown great heaps of the ground moraine which the glacier has planed off from the hard rock, pulverized to dust and scraped along beneath it as the vast ice mass has slowly crept down to the sea. The glacier being now in retreat the debris at the sea edge is exposed to view and deep runnels have been worn by the water that is constantly sweeping at the glacier. The finely ground debris is thus turned into mud so soft that the explorers could not walk on it.

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PHOTOGRAPHS TAKEN FROM BALLOON OF KAY, SPITZBERGEN; STEAMER ON LAKE CONSTANCE, SWITZERLAND; LOVEN GLACIER, SPITZBERGEN